

January 2003

State Route 905

From I-805 to the Otay Mesa Port of Entry

OVERALL GOALS

- Provide for efficient transportation of goods and services
- Improved mobility for local, regional and international traffic
- Improve motorist safety

PROJECT MAP

THE PROJECT

The project will consist of constructing a transportation facility from I-805 to the Otay Mesa Port of Entry (POE) at the U.S. - Mexico Border. Project alternatives under study include a variable alignment of a six-lane freeway alternative that would run parallel and roughly 1300 feet to the south of the existing Otay Mesa Road, and a six-lane tollway. The project will include grade-separated local access interchanges, and the freeway to freeway interchange with SR-125. Environmental/engineering studies are currently underway, which will assist in determining the appropriate facility and alignment for construction.

TRAFFIC

Approximately 39,600 to 60,400 vehicles per day currently travel on the various segments of Route 905/Otay Mesa Road between I-805 and the International Border Crossing, 15% are trucks. The traffic volume has grown rapidly from less than 10,000 vehicles per day in 1985 when the border crossing was first opened. The effects of the North American Free Trade Agreement (NAFTA) will contribute to additional traffic usage and congestion. Future traffic forecasts have ranged from 80,000 to 133,000 vehicles per day over the various segments of the project by the year 2020.

PROJECT STATUS

An initial feasibility study has been completed for the project, and many years of land use coordination with the city of San Diego have left the project corridor clear of new development.

The draft environmental document has been circulated and a public hearing was held in September 2001. The final environmental document is currently being prepared and anticipated to be completed by late 2003.

POTENTIAL ENVIRONMENTAL IMPACTS

Within the limits of the study corridor, various environmental resources and issues are known to exist including archaeological sites and historic resources; biological resources (including wetlands/vernal pools, coastal sage scrub, wildlife corridors and endangered species); water quality; impacts to agriculture, transportation systems and business/industry; impacts to existing and planned development and residential areas; potential growth and cumulative impacts; hazardous waste; and visual impacts.

FUNDING

The estimated cost of the proposed project is \$293 million. To date, a total of \$236 million has been identified, which covers environmental, design, right-of-way and a portion of the construction costs.

SCHEDULE

The portion of the project from the Otay Mesa POE to Airway Road will begin January 2003. Construction is anticipated to take two years to complete.

The remainder of the project is estimated to begin construction in Fall 2004 and take three years to complete.